

MAJOR DUTIES

Serves as Mate of a tugboat less than 65 feet in length) usually engaged in tending and supplying floating plant. Vessels of this type typically operate rivers, channels or harbor areas, where they tend a variety of floating plant engaged in harbor/channel/waterway maintenance. NOTE: This job is required only when the tug operates on a two-shift basis.

1. Pilots the tugboat and tows a variety of non-self-propelled craft such as: dredge SCOWS, sweep rafts, catamarans, pump barges, derrick barges, etc. used for harbor/channel maintenance. Sets and removes anchors of plant, and ties up and/or anchors barges in storage when not in use. Transports personnel, supplies, and equipment to and from working plant, insuring safety during transport. Directs the work of assigned deckhands.

2. Sets course of the ship, using navigational aids. Steers and navigates vessel through the restricted and heavily used harbors and channels and connecting waterways. Observes general weather conditions, uses forecasts and other appropriate indicators to determine when it is safe to travel.

4. Assures the care and safety of the tug and plant in tow during the watch.

Performs other duties as assigned.

SKILLS AND KNOWLEDGES

--Knowledge of navigation rules and regulations required by the U.S. Coast Guard, for waters in which the vessel operates. Must have a current U.S. Coast Guard Mate's license appropriate to the size and use of the assigned vessel.

--Ability to navigate and maneuver the vessel to required work locations, and conduct vessel handling or towing in a safe and efficient manner under diverse weather, channel, traffic, and maneuvering conditions. Skill in the operation of engine and steering controls as well as the use of auxiliary equipment such as generators, winches, pumps, and other related items.

--Knowledge of basic lifesaving and emergency first aid including launching of life rafts, use of survival suits, PFD s and work vest. Knowledge of immediate action required for severe bleeding, hypothermia, electrical shock and other life threatening situations. Knowledge of fire fighting, including classes of fires, fire fighting systems, equipment, and fire prevention, to include handling of dangerous materials and fuel.

--Knowledge of the characteristics and limitations of the vessel operated and its mechanical, electrical, electronic, and hydraulic systems in order to direct the safe and efficient operations. Must be able to perform most routine operator-type maintenance and repairs.

RESPONSIBILITY

Works under the administrative direction of the Master, who provides oral and written instructions in the operation and maintenance of the tug and in tending floating plant. Responsible for performing work according to directives, district regulations and navigational rules. Notifies supervisor of any breakdowns, adverse weather conditions, or any matters likely to cause delay in operations. Work is normally reviewed after completion for compliance with instructions.

PHYSICAL EFFORT

Light physical effort is required while standing watch and operating the wheel and other controls. Somewhat greater effort is required in accomplishing housekeeping and general maintenance work. Occasional heavy effort is required in making and breaking tows, loading supplies and equipment, and accomplishing some repair work. Close hand and eye coordination is required when operating controls to maneuver vessel and tows in traffic and in confined areas. Extensive standing and walking may be necessary while standing watch.

WORKING CONDITIONS

Incumbent works predominately in an enclosed wheelhouse, but is also subject to working out on deck for brief periods in all types of weather conditions. Employee is exposed to injury from falls due to slippery decks and erratic movements of the vessel, and to the possibility of falling overboard. A life jacket is worn at all times when on deck. Operators are also exposed to a moderate degree of noise and vibration from the engines, and to greater noise levels and to soil from grease and other chemical substances when servicing or making minor mechanical repairs to engines and equipment.

**MATE, TUG, CLASS II
XH-5782-04
EVALUATION STATEMENT**

1. REFERENCES:

- a. OPM, Handbook of Occupational Groups and Families, WG-5782 series, Ship Operating, August 2001
- b. U.S. Army Corps of Engineers Ladder Diagram, 1953

2. SERIES AND TITLE DETERMINATION:

Subject position serves as Master of a tugboat less than 65 feet in length), with assigned crew, usually engaged in tending and supplying floating plant. Vessels of this type typically operate rivers, channels or harbor areas, where they tend a variety of floating plant engaged in harbor/channel/waterway maintenance. Vessel operation may be single or multi-watch depending on the work situation. Crew is small (i.e., 2-6) depending on the number of shifts worked. Position is allocated to the Ship Operating Series, WG-5782, and descriptively titled Master, Tug, Class II, in keeping with prevailing maritime practices.

3. GRADE DETERMINATION:

Licensed floating plant positions are ranked based on prevailing maritime titling practices. The Mate is ranked 4 grade levels below the Master, Tug, Class II. Since the Master of a tugboat that is less than 65 feet in length is graded at the XH-08 level, subject position is graded at the XH-4 level.

4. FINAL DETERMINATION: Mate, Tug, Class II, XH-5782-04

NOTES ON USING THIS BENCHMARK

The grade of the Mate is dependent on the grade of the Master. Refer to the notes on the Master, Tug, Class II, XH-5782-08, Bmk. No. C-07. Once the grade of the Master is determined, the Mate is graded four levels below the Master. If the Master is graded lower or higher than the XH-08 level, the grade of the Mate is graded higher or lower accordingly.